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HONGKONG, 30th November, 1901.

In the last number but one of the *Fortnightly Review* there appears an article by Mr. DEMETRIUS BOULANGER on the subject of "India's Interest in China." The *Times of India* of the 9th November contains very interesting criticism of this article, taking the practical side of the question in opposition to Mr. BOULANGER's over-sanguine theorising. The Bombay journal admits that in endeavouring to impress upon the home public the supreme importance of regarding Indian interests in any settlement of the Chinese difficulty, Mr. BOULANGER is performing a useful service, but wishes that he had fulfilled his task with a clearer perception of the realities of the situation, and with a less frequent tendency to belittle the very great difficulties that undoubtedly exist. It is eminently desirable (says the *Times of India*) that the British people should be made to understand how deeply India is concerned in the future of China; it is equally imperative that they should not be misled, however unintentionally. The main burden of the *Fortnightly* article is the necessity of the extension of the British railway system into Western China, and the writer is enthusiastic over the prospects of railway communication between India and China. He contends that as a prelude to railway construction beyond the frontier, "an elaborate scheme of railways," to be constructed by "Government guaranteed loans of twenty millions," should be introduced in Upper Burma. Whereon our Indian contemporary remarks:—"We can imagine what reception would be accorded by Government—very properly—to any project for an elaborate scheme of railways in any province, and particularly in Upper Burma. Mr. BOULANGER must have studied railway policy in India to very little purpose if he seriously imagines that it would be possible at present to spend twenty millions in five years in

"one corner of the frontier." The financial obstacles to any such schemes as Mr. BOULANGER advances are indeed serious, and it seems impossible for any one who is not rather a visionary to imagine that the Government is likely to take up with willingness expensive railway projects on the Burmese frontier, or that the investing public is inclined to look in the direction of Yunnan for returns on its money. When we see the vehement opposition offered to Mr. DOUMER's scheme of attacking Yunnan by rail from a far more favourable base, this is not to be wondered at. Mr. DOUMER proposes to spend an enormous sum of money, and his opponents very naturally call on the French Government to count the costs fully before giving the Governor-General a free hand. Yet the advance on Yunnan from the South-East is physically a far easier task than the rival route through Burma. The *Times of India* (to quote once more) rebukes Mr. BOULANGER for begging the question by talking of "turning obstacles by detours" and of "the improved methods of carrying railways over mountains," and says:—"The initial truth 'to be borne in mind is that a railway 'to the Yangtze can only be constructed at enormous expense, that it would no more pay for fifty years 'than the Siberian Railway will pay, and 'that no one has yet told us where the 'money is to come from. India cannot 'afford to pay for it, or even to contribute 'to any material extent.' Yet the Bombay paper is very much in sympathy with Mr. BOULANGER's aims, as indeed all must be who hope for the advancement of British trade with China. It is in every way desirable that a railway shall be constructed to link India with the Upper Yangtze region. But no good can be done save by approaching the question in a practical spirit. In the past the consensus of opinion was against the practicability of any such railway scheme whatever. Recently more attempts have been made to combat this view, and expert surveyors have been busy at work. We do not, however, bear the results of their investigations. It is plain that before the money can even be asked for a railway to the Yangtze it must be demonstrated that the railway can be built without such expenditure as to put it altogether out of the question. It is no doubt still necessary to impress upon the home public how much communication by rail between India and the interior of China would benefit British trade. But the appeal for support must be made to business men, who want to know the details of the scheme and its reasonable possibility; the same applies in the case of Government support. No airy belittling of the difficulties to be overcome can serve any purpose at all. The arguments which are to convince must be based on the evidence of experts. This we sincerely trust will be forthcoming. Even then the fight on behalf of the scheme is sure to be hard. It is not to be expected that the British Government will embark on an extremely costly undertaking with the readiness which Russia showed in the matter of the Siberian line; nor do we know at present of any British DOUMER who will create an enthusiasm such as was temporarily manifested of late in France for the Yunnan railway scheme. The circumstances of the three undertakings are totally different. Time may see all three fully realised, but if so the manners of realisation will have been quite dissimilar. The Russian line across Siberia and through Manchuria is practically in existence. It is reasonably safe to prophesy that a British line to the Yangtze will be the last to be completed.

We note with interest, not untiring with indignation, that the new British Colony of Dependency of Weihaiwei not only has no Post Office, but is dependent upon that of China for the distribution of its correspondence. This is assuredly most undignified and most undiplomatic. No surer method could possibly be taken to prove to the Chinese that Weihaiwei is really a Chinese port, though temporarily leased to a Foreign Power, than to compel it to use Chinese postage stamps. Why this should be allowed we are at a loss to imagine. There was a good opportunity of making the portrait of His Majesty King Edward VII familiar to the Chinese of Shantung on a new stamp, and now that the Colony has been placed under the control of the Colonial Office there is no excuse for neglecting to do so. The German Government long ago introduced a special issue of stamps for Kiaochow, and they have taken every opportunity to show the Chinese that they are masters in the territory leased to them. We should do the same. We have the less excuse inasmuch as, until a special issue of stamps could be provided, the Hongkong Post Office could furnish Hongkong stamps as they have done and still do to the Treaty Ports of China. This seems a small matter to some persons, perhaps, but it is not so insignificant as it may appear at first sight, especially when we consider the trouble some Powers take to put their postage stamps in evidence. It is one of the signs and symbols of possession, and in Eastern

countries, where extraterritoriality prevails, of influence and prestige, we cannot afford to omit a chance of upholding either. Moreover, the residents in Weihaiwei have a grievance in being badly served postally, and naturally complain. Of course they are few in number and cannot make their influence felt in Downing Street, but it is the duty of the Commissioner there and of the admirals of the British Squadron to see that nothing is neglected that can in any degree serve to sustain or augment the political prestige of Great Britain in these seas. Let Weihaiwei have its own Post Office, therefore, and its own postage stamps.

The British sloop *Daphne* arrived from Shanghai yesterday, and the Portuguese gunboat *Zaire* from Macao.

Under the auspices of the Hongkong Rifle Association there will be a Spoon Competition this afternoon at 2.45 o'clock.

It will be noticed in our advertisement columns that the Hongkong Hotel Co. is holding an extraordinary general meeting of shareholders on the 11th prox. to consider a proposal of the Directors for utilising the ground on the Reclamation in front of the Hotel by erecting a building thereon.

The Rangers Football Club will play to-day in the Happy Valley the Army Ordnance F.C. Kick-off at 4.15 p.m. The following will represent the Rangers:—Goal—A. Newman. Backs—C. Turner, H. S. Spurge, Halves—A. N. Other, R. J. Spaley, E. R. Heron. Forwards—H. A. Seth, P. W. Gladwell, R. H. Ruby, R. Henderson, and H. S. Holmes.

By kind permission of Lt.-Col. Baillie and Officers, the band of the 22nd Bombay Infantry will play at the Hongkong Hotel this evening from 8 to 9.30 o'clock. Programme:—Quadrille, "Fun of the Fair," "Cockle Vale," "Epigramme," "Gungl Selection," "Les Cloches de Corneville," "Plauquette Polka," "Now and then," "Cockle Vale," "Graceful Dances," "Dulcino," "Foxy Selection," "The Gondoliers," "Sullivan," "God Save the King."

Two Chinese fishermen had an experience in the early hours of yesterday morning that almost ended in them losing their lives. They left Taiping, in the East River, on Thursday, intending to work their frail little boat under sail down to this port. Off Deep Bay a heavy squall struck them, and the boat became water-logged and totally unmanageable. They were drifting rapidly out to sea when the *Powen*, coming down the river, saw the two men and rescued them. They were brought here and handed over to the care of the police.

The Empire Comedy Company, which has submitted such fine performances in the Colony, will give another complete change of programme to-night—quite a radical change, as a matter of fact. "Maiden's Fling," that rollicking, laughable Irish comedy, will form the first part of the programme, and from the east we should imagine it will lose nothing in its production by the Empire Comedy Company. The principal part of that of Michael Muldoon, is taken by Mr. Steve Adson, whose ability as a variety artist makes comment unnecessary. The equally clever, Mr. Gus Gregory will look after the interests of Dennis Mulcahy, and the other parts are all in capable hands. An entirely new item in the second part will be the athletic performance by Messrs. Gregory and Worley, and the evening's entertainment will close with another laughable sketch, "The Photographer's Trouble."

On Thursday evening (Thanksgiving Night) a very enjoyable and successful concert was given on board the U. S. S. *Monadnock* (Lieut. Commander R. H. Galt) which is presently lying in the Harbour. The performers were the *Monadnock* Minstrel Troupe, and quite a number of visitors attended the entertainment on the courteous invitation of the Commander. It was a varied and most interesting programme which the Minstrel submitted. The first part opened with a chorus, and included solos, a duet and a quartette, E. H. W. Crutaf acting as interlocutor, and being well supported by F. W. Shannon, G. W. Johnson, and H. J. Roper. A tableaus entitled "Columbia" was well carried out by H. J. Delaune, E. C. Stoy, and W. R. Jones. Following upon this came a number of variety turns, and the performance concluded with a laughable sketch in which there were no less than fourteen characters.

Madame Agnes Freed, the Californian soprano singer, will make her last appearance in Hongkong on Tuesday evening next, when she will give a concert at the Peak. Mr. Moir, the manager of the Peak Hotel, has kindly lent the spacious dining-room of the hotel for the occasion, and the concert will commence at 9.30. Madame Freed has already appeared before a local audience and given ample proof of her ability as an artistic singer possessing a beautiful voice, and no doubt many who were debarred from hearing her during cricket week will take advantage of this new opportunity. She will be supported by several amateurs, and the concert will serve to introduce a lady violinist new to our rapidly-increasing musical section of the community. The lady will play the violin obligato to Gounod's "Ave Maria," which Madame Freed has been asked to sing again by special request. Her other songs will be of the popular and lighter compositions. The Canton community have arranged for Madame Freed to give another concert there on the 6th prox. Tickets for the Peak concert are on sale at the Hotel and the Robinson Piano Company.

The home racing season closed in rather characteristic style at Newmarket on the 29th ult., American jockeys riding four of the seven winners.

In connection with the Exhibition at Cork next year, it is proposed to offer a cup for an international rowing competition. It is expected that the United States, France, Germany, and Holland will send crews.

At the end of October, Dr. Hops, Medical Health Officer of the Port of Liverpool, conferred with the United States and other consuls regarding bubonic plague precautions, and arranged to supplement the Board of Trade examination of outgoing vessels, so as to meet the desires of the representatives of foreign countries. A representative of the Local Government Board was to visit Liverpool on behalf of the Government, to confer with Dr. Hops.

Four steam canal-boats and fifteen consort, which have been plying between New York and Cleveland, via the Erie Canal and Lake Erie, were permanently withdrawn from the trade there in October. They were to be put up and shipped to Hongkong where they will be put together and proceed to Manila, to do a general lighterage and inter-island business. These boats have been purchased by the Philippine Transportation and Construction Company, a corporation just organised under the laws of New Jersey.

General Karapakin made a tour of the Russian-Afghan frontier during October, visiting various outposts before proceeding to Russian Turkistan to witness the commencement of work on the Tashkent-Bukhara railway. The Russians some months ago began extending the new Kushk railway to Chail Ducterau, which is the extreme point of the Russian territory towards Herat. They also at the same time began the construction of a branch line through Fendjeh towards Maruchak, which is evidently intended for strategic purposes as a protection to the left flank of their position in the Kushk Valley.

The *Eclair* of Paris is not reckoned generally as a comic paper. Yet this is one of its latest efforts:—"It may truly be said to-day that the reign of Albania is over. No one will deny that it is thanks to the Boers that so prodigious a result has been obtained. It is to them that the civilised nations owe their escape from the disasters to which the tortuous policy of English imperialism was to consign them in the twentieth century. The governments which without their aid stood to lose most seem little disposed to show any gratitude. The Boers while defending their independence have accomplished a historical, a superhuman task which would have transcended the abilities of the greatest people. They have made possible a new direction for human progress."

General Buller threatens to blossom into a British Boulanger, says the London correspondent of a Canadian paper. He does not appear to court publicity or to discountenance demonstrations. He attended a theatre in London on the 30th ult., and when recognised was cheered. He rose to his feet and bowed his acknowledgments. Outside the building General Buller was mobbed by cheering crowds, and the police had to be called to clear the streets. Meanwhile, the following is the telegram which the *National Review* alleges, on the authority of a civilian who passed through the siege of Ladysmith, to have been sent by General Buller to General White:—"I have been repulsed. You will burn your fingers and destroy all your ammunition. You will then make the best terms you can with the Boers, after I have fortified myself on the Tugela." General Buller contented himself with the statement, "That is not my telegram."

The Calcutta *Englishman*, discussing the rearming of the Indian Volunteers, says:—"The weapon chosen is the .303 Martini-Metford carbine, a certain number of which have become available owing to the re-arming of the 1st Bengal Lancers with Lee-Enfield carbines. The Martini-Metford is not a magazine rifle. It has the Martini breech action, but is bored to take the .303 cartridge, and is in every respect a model shooting weapon, as there is practically no recoil. The 1st Bengal Lancers, and the Weihaiwei Regiment, which is similarly armed, had some opportunity of using the weapon in China and were delighted with it. Not the least among its many advantages is that the parts are few and the barrel, when cordite is used, is easily cleaned. Of course the new short Lee-Enfield rifle is superior to the Martini-Metford, but the latter can hardly be dispensed when compared with the worn-out Martini-Henrys with which Volunteers in India have to be content."

Dr. Leonard Rogers recently contributed an article to the *Journal of Hygiene* on the prevalence of anopheles and malaria in and round the suburbs of Calcutta. From an analysis of the article appearing in the *Indian Medical Gazette*, it appears that Dr. Rogers has proved that the anopheles are most prevalent during the hot weather months between March and May, when there is much less fever than in June, shortly after the beginning of the rains. "In May no less than two thirds of all tanks, in an area under regular observation, were found to be infested with anopheles larvae. On the other hand, in the dry hot season the pools and puddles are dried up." It is also interesting to learn that "the floods of September, 1900, in Calcutta so thoroughly scoured the pools and puddles that for the time anopholes larvae seem entirely to have disappeared, and in October, when the fever curve was at its maximum, the tanks were free from anopholes larvae." The *Indian Medical Gazette*, however, says that "the truth of the connection between anopholes and malarial fever is too firmly established to be upset by any one series of observations which seem to run counter to it."

It is reported from Chicago that James McGarry, the original of Mr. F. P. Dunne's "Dooley," has died at an advanced age. McGarry was formerly a saloon-keeper, well known locally for his wit and the whimsical philosophy he brought to bear on passing events.

A despatch from Nyberg, on the Island of Fuenen, reached Copenhagen on the 1st inst., to the effect that the Russian battleship *Peresviet*, run ashore that morning on the north end of the island of Lapland. A salvage steamer had gone to her assistance. The *Peresviet*, it will be remembered, is coming out to this station.

The statement made by the West India Committee, in a circular sent out from London recently, announcing that the invitation sent to the United States to participate in the conference on sugar bounties will involve further delay, and that the conference is not likely to assemble this year, is incorrect, according to a Brussels despatch. The United States has not been invited to attend the sugar conference, and Russia alone prevents the date of the meeting from being fixed.

A Dover telegram of the 31st October says:—"A fierce easterly gale has been blowing to-day over the whole Channel, much disturbing shipping. The Channel steamers were obliged to abandon attempts to enter the port of Folkestone, which was not approachable, owing to the tremendous sea running. A number of minor wrecks have been reported, and several vessels have sunk at their moorings. The wind gauge registered sixty miles an hour. The tide is rising, and vessels of all kinds are seeking shelter from the storm. A great number of carcasses of animals are washing ashore in the vicinity of Deal, indicating that a shipping disaster has occurred near there."

Mr. Frank T. Bullen, author of *The Cruise of the Cachet*, and other popular works, in a speech at Manchester recently said he was talking the other day with Mr. Rudyard Kipling, who told him that he used to take a glass regularly, but once he was in an English city—"I am almost sure it was Manchester," remarked Mr. Bullen—and going along the streets he saw two young girls of fifteen reel out of public-house, stagger across the pavement, and fall into the gutter. From that time Mr. Kipling became a total abstainer. Mr. Bullen did not add, though he might have done so, that a more illogical reason for deserting temperance in favour of total abstinence would be hard to produce.

New York to London in 100 hours is the problem for which two great American railroad companies are considering two solutions, says the *Journal and Advertiser* of New York for the 2nd inst. The New York Central's engineers are working out the details of a plan involving the following route to Europe, with a view to determining its mechanical and commercial probabilities:—New York to Boston by the New York Central and Hudson River and Boston and Albany lines; Boston to St. John, N. B., by Boston and Maine Railroad and connections; St. John to a port on the Irish west coast by a line of swift steamships to be established; by train to Dublin; packet across the Irish Channel, and rail to London—time, four days and four hours.

The dies for the Coronation coins, having been approved by the King, are now in preparation by the authorities of the Mint, says the *Fall Mail Gazette*. The exact date of issue cannot at present be stated, but all the new currency will be issued before that great ceremony takes place. One side of the coins will bear a miniature of his Majesty, devoid of elaboration, with inscription; the details of the reverse are still under consideration for approval by the King. When the dies are made and the first coins struck they will be submitted for his Majesty's final approval. If no alteration of the designs is then commanded, the coinage will be struck and issued for circulation. Hundreds of tons of gold and silver will be required for the new currency. Some idea of the amount may be conveyed by assuming the adult population of the United Kingdom to be 15,000,000; it would require 200 tons of gold to coin a sovereign for each; similarly adding half a crown, a florin, shilling, and six-penny pieces together, and taking the common weight, it would require 600 tons of silver ingots to provide each person with one of these coins. It is probable that the three-penny piece will be retained, but whether any new coin will be issued to commemorate the Coronation cannot now be stated.

Commissioner-General Powderly of the U.S. Immigration Bureau, has entered into an agreement with the principal steamship and railroad lines of Canada for the regulation of immigration to the United States, through Canada. This agreement, which takes the place of the former arrangement, which expired last month, is regarded as much more favourable to the United States than the last. It provides that aliens arriving in Canada, destined to the United States, shall be inspected at Halifax, N. S., Quebec, Pointe Lévis, Vancouver, St. John, N. B., and Victoria, B. C., by United States Commissioners, who shall issue certificates to such as are entitled to enter this country, and the holders of these certificates shall be entitled to enter the United States from any of the above-named places, without further examination. The examinations at these points shall be similar to those conducted at the ports of the United States. All aliens adjudged inadmissible shall be returned to the countries from which they came, by the lines bringing them over. The agreement, which goes into effect immediately, may be cancelled by either party on giving 60 days' notice. It is signed by Mr. Powderly, the Elder Dempster or Beaver Line, the Allan Line, the Dominion Line, and the Grand Trunk, and Canadian Pacific Railway Companies.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

London, 29th November, 10.30 a.m.

MISSIONARY APOLOGISTS AND LOOTING.

The missionary apologists claim that the missionaries in the alleged looting only acted as bankers.

THE WAR IN SOUTH AFRICA.

London, 29th November, 10.30 a.m.

TWO PRIVATES SHOT BY BOERS.

The Boers report having shot two privates. The War Office publishes the fact, but is apparently withholding the reason.

London, 29th November, 4 p.m.

SUMMARY OF THE SITUATION—THE NUMERICAL ODDS.

The Pretoria correspondent of the *Times* sends to that journal a summary of the situation in South Africa. He states that there are twenty-six Boer commandos in the Transvaal, thirty-one in the Orange River Colony, and thirteen in Cape Colony. These commandos are from fifty to four hundred strong each. Against them the British striking arm is only forty-five thousand strong.

GENERAL NEWS.

London 29th November, 10.30 a.m.

CONSERVATIVES TREATING FOR PEACE.

The Conservatives have been checked by the representatives of the Powers [?] at Colon and it is believed they are treating for peace.

FRENCH LOAN PASSED.

The French loan has been finally passed by 385 votes to 213.

London, 26th November, 4 p.m.

TERRIBLE RAILWAY DISASTER AT DETROIT.

A railway smash has occurred at Detroit, Michigan, involving the death of no less than eighty people.

MONEY MARKET.

Consols stand at 91½. On the loan market weekly advances range from 3½ to 3½ per cent. Japanese New Loans are at 27½. Bank rate is still 4 per cent.

REUTER'S SERVICE.

London, 27th November.

SOUTH AFRICA—IMPORTANT CAPTURES.

General Knox has effected the capture of 38 Boers, including Commandant Joubert and two Field Cornets. Practically the whole of this commando is now a captive. Commandant Joubert was one of Brand's best commanders, and it was he who captured the two guns at Vlakfontein in September last.

CRICKET—MACLAREN BEATEN AGAIN.

New South Wales has defeated MacLaren's English eleven by 53 runs.

London, 27th November.

MARQUIS ITO'S TOUR.

Marquis Ito had an interview with Count Lamedorff, Russian Minister of Foreign Affairs, yesterday. He is also to see Mr. de Witte, Russian Minister of Finance, at the official quarters in St. Petersburg, and is confident that the interviews will do much to end the misunderstandings between Russia and Japan. His visit alone is proof that the relations between the two countries are more cordial than supposed.

London, 27th November.

A FRENCH SENSATION.

A sensation has been caused in Paris by the disclosure of a confidential report of General Vayron, accusing French missionaries, also the Legation ladies, of systematic looting in Peking.

LATEST STEAMER MOVEMENT.

The Indu China steamer *Savigna*, from Calcutta and the Straits, left Singapore for this port on the 27th inst., at 10 p.m.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, this Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong A, midway between Hongkong and Kowloon A, and those vessels berthed at the Kowloon Wharf E.W., together with the number denoting the section.

- SECTIONS.
1. From Green Island to the Harbour Master's
2. From Harbour Master's to Bluff Pier.
3. From Bluff Pier to Naval Yard
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON	JAPAN	Brit. str.	2 m.	C. C. Talbot, R.N.E.	P. & O. S. N. Co.	To-day, at Noon.
LONDON	MACHAON	Brit. str.	2 m.	H. A. Peters	P. & O. S. N. Co.	On 3rd December.
LONDON, &c., via Ports of Call.	BALDARAT	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 7th Dec. at Noon.
LONDON	ACHILLE	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 10th December.
LONDON, via SUEZ CANAL	GLAUCUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 14th December.
LONDON	IKKALON	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 24th December.
LONDON	PELEUS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 7th January.
LIVERPOOL DIRECT	IKKALON	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 15th December.
MARSEILLES, &c., via Ports of Call.	PATROCLOS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 15th January.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	ERNEST SIMONS	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 2nd Dec. at 1 P.M.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	HITACHI MARU	Jap. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 13th Dec. at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	WAKASA MARU	Jap. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 27th Dec. at Daylight.
CEYLON, via Ports of Call.	STUTTGART	Ger. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 11th December, at Noon.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	To-day.
HAVRE, BREMEN & HAMBURG	SUEVIA	Ger. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 14th December.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 28th December.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 6th January.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 14th January.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 28th January.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 12th February.
HAVRE & HAMBURG	SUEVIA	Ger. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 17th December, P.M.
TRIESTE via SINGAPORE, &c.	AUSTRIA	Aus. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 5th December.
NEW YORK via PORTS & SUEZ CANAL	KURDISTAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On or about 17th Dec.
NEW YORK via SUEZ CANAL	KURDISTAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 4th December.
VANCOUVER via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 18th December, at Noon.
VANCOUVER via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 3rd December.
VICTORIA, B.C., & TACOMA via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 2nd Dec. at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 16th Dec. at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 30th inst. at 4 P.M.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	Quick despatch.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 15th December.
AN DIEGO, &c., via MOJI, &c.	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	To-day.
AUSTRALIAN PORTS	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 12th Dec. at 4 P.M.
AUSTRALIAN PORTS	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 27th Dec. at 4 P.M.
AUSTRALIAN PORTS	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 30th inst. at Noon.
KOBE	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 6th Dec. at Daylight.
KOBE & YOKOHAMA	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 20th Dec. at Noon.
NAGASAKI, KOBE & YOKOHAMA	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 9th Dec. at Noon.
MOJI, KOBE & YOKOHAMA	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 2nd Dec. at 4 P.M.
SHANGHAI & CHINKIANG	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 30th inst. at 4 P.M.
SHANGHAI & CHINKIANG	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On or about 2nd December.
SHANGHAI & CHINKIANG	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 3rd December.
SHANGHAI & CHINKIANG	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On or about 7th Dec.
SHANGHAI & CHINKIANG	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On or about 9th Dec.
SHANGHAI & CHINKIANG	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 4th Dec. at Daylight.
SHANGHAI & CHINKIANG	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 11th December.
FOOCHOW via SWATOW & AMOY	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	To-morrow.
AMOI via SWATOW & AMOY	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	To-morrow, at Daylight.
AMOI via SWATOW & AMOY	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	To-day, at Noon.
AMOI via SWATOW & AMOY	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 3rd Dec. at 3 P.M.
AMOI via SWATOW & AMOY	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	On 5th Dec. at Noon.
MANILA	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	
CALCUTTA, PENANG & SINGAPORE	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	
BOMBAY via SINGAPORE & COLOMBO	ATHENIAN	Brit. str.	2 m.	Forbes Selby	BUTTERFIELD & SWIRE	

SHIPPING.

ARRIVALS.
Nov. 28, HAITAN, British str., 1,183, J. S. Roach, Fochow Amoy and Swatow 27th Nov., General—DOUGLAS LAFRAIK & CO.
Nov. 28, MARBURG, German str., 6,700, E. Zacharias, Shanghai 24th Nov., General—HAMBURG-AMERIKA LINIE.
Nov. 28, CHOSANG, British str., 1,184, G. H. Bowker, Shanghai 28th Nov., General—JAPANESE MERCHANTS' ASSOCIATION.
Nov. 28, DAPHNE, Brit. str., 1,140, Wm. C. Pakenham, Shanghai 25th November.
Nov. 28, DUKKA, German str., 704, Schlaker, Suifu 20th November, Rice—SIEMENS & CO.
Nov. 28, DEUTER, German str., 1,001, Frahm, Chiofo 24th Nov., Beans and General—SIEMENS & CO.
Nov. 28, DIAMANTE, British str., 1,254, J. Rattenbury, Manila 24th Nov., General—SHEWAN, TOMES & CO.
Nov. 28, HIKOKAN MARU, Jap. str., 2,302, Peter Halton, Kutchineta 24th Nov., Coal—M. B. KAISHA.
Nov. 28, KWANGLO, British str., 1,467, Lincoln, Canton 28th Nov., General—CHINESE.
Nov. 28, NISS, British str., 1,963, W. Pearl, Moji 3rd Nov., Coal—M. B. KAISHA.
Nov. 28, ZAIER, Portuguese gunboat, from Macao.

CLEARANCES.

At the Harbour Master's Office, 29th November.
Aith, British str., for Shanghai.
Elsa, German str., for Hongkong.
Hongkong, French str., for Haiphong.
Oslo, Norwegian str., for Saigon.
W. H. Conner, Amr. ship, for Baltimore.
DEPARTURES.
29th Nov.
BENLEI, British str., for Calcutta.
HALOONO, British str., for Swatow.
HONGKONG, French str., for Haiphong.
INABA MARU, Japanese str., for London.
KAIFONG, British str., for Manila.
OSLO, Norwegian str., for Saigon.
ROBT. DICKINSON, British str., for Singapore.
SERBIA, German str., for Yokohama.
TANSANG, British str., for Bangkok.

VESSELS IN DOCK.

29th November.
ABERDEEN DOCKS.—Esmeralda, Richmond, Daig Maru.
KOWLOON DOCKS.—Canton River, Elcano, H. J. Abrecht, Kio, Zui, Theona, Heungshan, U.S.E. Prince, Kio, Zui, Justin, Lal-Loc, H.M.S. Fame, Mengkut, Sandakan, Dr. Haus Jung Kiao, Saturn, Duke of Pitt.
COSMOPOLITAN DOCK.—Fitzmaurice, Tai-cheng.

SHIPPING REPORTS.

The British steamer Diamante, from Manila 15th inst., had dull, cloudy weather and moderate monsoon, wind and sea.
The British steamer Ness, from Moji 23rd inst., had half gale from N.W. on Japanese coast, calm to turnabout island, and fresh monsoon to port.
The British steamer Choyang, from Shanghai 28th inst., had light variable winds and fair weather to Yang Yung; thence to port strong N.E. monsoon, high sea and dull, overcast weather.
The British steamer Hatan, from Fochow, Amoy and Swatow 27th inst., had moderate monsoon and sea, cloudy but clear to Swatow. From Swatow to port strong monsoon, high sea, with overcast sky. Vessels in Amoy—Hosho, Titania and one Japanese cruiser. In Swatow—Pakio, Paoing and Deuacung.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOOCHOW.
THE Company's Steamship
"HAITAN."
Captain Roach, will be despatched for the above ports TO-MORROW, the 1st December, at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & CO.,
General Managers.
Hongkong, 27th November, 1901. [3023]

VESSELS ON THE BERTH.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ZAFIRO."

Captain A. Ramsay, will be despatched for the above port TO-MORROW, the 30th inst. at Noon. The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 28th November, 1901. [3024]

THE OKAKA-SHOEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

THE Company's Steamship

"DAIGI MARU."

Captain T. Kitano, will be despatched for the above ports TO-MORROW, the 1st December. For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 25th November, 1901. [17]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

STEAM FOR BATAVIA, COLOMBO, HONOLULU, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX, &c.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 2nd December, 1901, at 1 P.M., the Company's Steamship

"ERNEST SIMONS," Captain Vaquer, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This steamer connects at COLOMBO with the S. Oceanic, which vessel calls on her Passengers and Mails leaving that port on the 14th December direct to Suez, Port Said, and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcels until 3 P.M. on the 1st December. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 20th November, 1901. [12]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"YARA."

Captain Nègre, will be despatched for the above ports on or about MONDAY NEXT, the 2nd December, instead of as previously notified.

For Freight or Passage, apply to
P. DE CHAMPMORIN,
Acting Agent.
Hongkong, 29th November, 1901. [12]

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—

DUPHORE, British ship, A. Low—Carlowitz & Co.
OSBERG, British ship, Deacon—OSBERG & CO.,
W. H. CONNOR, American ship, Colcord—Standard Oil Co.

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"ATHENIAN".....Comdr. H. Mowatt.....WEDNESDAY, 4th Dec. 1901.

"EMPEROR OF JAPAN".....Comdr. H. Fyfe.....WEDNESDAY, 18th Dec. 1901.

"EMPEROR OF CHINA".....Comdr. R. Archibald, R.N.E.....WEDNESDAY, 15th Jan. 1902.

"TARTAR".....Comdr. E. Betham, R.N.E.....WEDNESDAY, 29th Jan. 1902.

"EMPEROR OF INDIA".....Comdr. O. P. Marshall, R.N.E.....WEDNESDAY, 12th Feb. 1902.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 21st November, 1901. [10]

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATIONS. SAILING DATES.

MARBURG.....HAYRE & HAMBURG.....On 30th Nov. Freight.

SUEVIA.....HAYRE & HAMBURG.....On 14th Dec. Freight.

SUEVIA.....HAYRE & HAMBURG.....On 28th Dec. Freight.

SUEVIA.....HAYRE & HAMBURG.....On 6th Jan. Freight.

SUEVIA.....HAYRE & HAMBURG.....On 13th Jan. Freight.

SUEVIA.....HAYRE & HAMBURG.....On 28th Jan. Freight.

SUEVIA.....HAYRE & HAMBURG.....On 12th Feb. Freight.

SUEVIA.....HAYRE & HAMBURG.....On 12th Feb. Freight.

SUEVIA.....HAYRE & HAMBURG.....On 12th Feb. Freight.

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SUEVIA.....HAYRE & HAMBURG.....On 12th Feb. Freight.

SUEVIA.....HAYRE & HAMBURG.....On 12th Feb. Freight.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. SAILING DATES.

STUTTGART.....WEDNESDAY

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DATE
GLASGOW and LIVERPOOL.	"PELUS".....	On 7th December.
GLASGOW and LIVERPOOL.	"PATROCLOS".....	On 18th December.
GLASGOW and LIVERPOOL.	"STENTOR".....	On 24th December.
GLASGOW and LIVERPOOL.	"MEMNON".....	On 3rd January.
GLASGOW and LIVERPOOL.	"IDOMENEUS".....	On 8th January.
GLASGOW and LIVERPOOL.	"TANTALUS".....	On 16th January.
TO	HOMEWARDS.	DATE
LONDON	"MACHAON".....	On 3rd December.
LONDON	"ACHILLES".....	On 10th December.
LONDON	"GLAUCUS".....	On 24th December.
LONDON	"DEUCALION".....	On 7th January.
LONDON	"PELEUS".....	On 21st January.
LIVERPOOL Direct	"IXION".....	On 15th December.
LIVERPOOL Direct	"PATROCLOS".....	On 15th January.

(Taking Cargo at London Rates) The S.S. "DEUCALION" from GLASGOW and LIVERPOOL, has arrived on the 28th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS, O. S. S. Co.

Hongkong, 22nd November, 1901.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN TOWNS, VILLE, BRISBANE, SYDNEY and MELBOURNE.	"TSINAN".....	On 30th November.
SHANGHAI	"WHAMPOA".....	On 3rd December.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 18th November, 1901.

FOR CALCUTTA, PENANG AND SINGAPORE.

THE Steamship	THE OSAKA SHOSHEN KAISHA, LIMITED.
"CATHERINE APCAL" Captain S. H. Belon, will be despatched for the above ports on TUESDAY, the 3rd December, at 3 P.M.	"ANPING MARU" Captain S. Atami, will be despatched for the above ports on WEDNESDAY, the 4th December, at DAYLIGHT.

For Freight or Passage, apply to
DAVID SASSOON, SONS & CO.,
Agents.

Hongkong, 27th November, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

PROPOSED SAILINGS FROM HONGKONG.	THE OSAKA SHOSHEN KAISHA, LIMITED.
"KURDISTAN"..... On 5th December.	"ANPING MARU"..... On 4th December.
"LENNOX"..... About 15th Dec.	"ANPING MARU"..... On 11th Dec.
"ORONBY"..... About 31st Dec.	"ANPING MARU"..... On 18th Dec.
"AFRIDI"..... About 10th Jan.	"ANPING MARU"..... On 25th Dec.
"HILGREN"..... About 20th Jan.	"ANPING MARU"..... On 1st Jan.
"LOWTHER CASTLE"..... About 31st Jan.	"ANPING MARU"..... On 8th Jan.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 28th November, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (via SWATOW AND AMOY).	THE OSAKA SHOSHEN KAISHA, LIMITED.
"MAIZURU MARU" Captain T. Saito, will be despatched for the above ports on WEDNESDAY, the 11th December.	"ANPING MARU" Captain S. Atami, will be despatched for the above ports on WEDNESDAY, the 11th December.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 28th November, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.	THE OSAKA SHOSHEN KAISHA, LIMITED.
(Calling at TONGA, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)	"ANPING MARU" Captain S. Atami, will be despatched for the above ports on WEDNESDAY, the 11th December.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 23rd November, 1901.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON via SUEZ CANAL.	THE OSAKA SHOSHEN KAISHA, LIMITED.
"GLENROY" Captain Forbes Selby, will be despatched as above on SATURDAY, the 14th December, 1901.	"ANPING MARU" Captain S. Atami, will be despatched for the above ports on WEDNESDAY, the 11th December.

For Freight, apply to
MCGREGOR BROS. & GOW,
Agents.

Hongkong, 28th November, 1901.

VESSEL ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FLORENCE AND TRIESTE. (Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and AFRICAN PORTS.)

"AUSTRIA" Captain Fellner, will be despatched as above on TUESDAY, the 17th December, P.M. The Steamer has magnificent accommodation for Passengers. Electric light. A Doctor is carried.

For information as to Passage and Freight apply to
SANDER, WIELER & CO.,
Agents.

Hongkong, 27th November, 1901.

NOTICES TO CONSIGNEES

FROM HAMBURG, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SERBIA" Captain Bröcher, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignment to the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 25th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd December will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd December, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 25th November, 1901.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "ATHOLL" FROM GLASGOW, LIVERPOOL AND STRAITS.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY, the 28th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th December, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th December, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th December, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LD.,
Agents.

Hongkong, 28th November, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CHUSAN" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—
From London, &c., ex S.S. "Australia".
From Persia, Gulf, &c., ex S.S. "M. and B. P. S. N. Co.'s Steamers."

Goods not cleared by the 30th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 23rd November, 1901.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW, LIVERPOOL AND STRAITS.

THE Company's Steamship

"PING SUEY" having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 2nd December, at Noon, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-MORROW, the 23rd inst.

For Freight and further particulars, apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, 22nd November, 1901.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"KONIG ALBERT" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 3rd December, at 9.30 A.M.

All claims must reach us before the 8th December, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDEUTSCHER LLOYD, MELCHERS & CO., Agents.

Hongkong, 28th November, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENTSIN" FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 3rd December, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT, Superintendent.

Hongkong, 27th November, 1901.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship "DENBIGHSHIRE" Captain Vyryan, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd prox. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd prox., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 25th November, 1901.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DEUCALION" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 30th inst.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 5th December will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 6th December.

Owing to the steamer having met with an accident on the voyage from Singapore, a General Average Bond must be signed before Bills of Lading can be countersigned.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th November, 1901.

SINGING, PIANO, MANDO-LINE, BANJO, &c.

SIGNOR CATTANEO has RESUMED TUITION.

TERMS—£10 per Month. (Two Lessons per Week).
Care of ROBINSON PIANO CO.
Hongkong, 22nd April, 1901.

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate. Please address—
B. E.
Care of Office of this Paper.
Hongkong, 23rd February, 1901.

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.65 mm. With CHAMBER for 19 CARTRIDGES, FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong 3rd October, 1900.

R. J. REMEDIOS.

FOREIGN AND COLONIAL STAMP DEALER.

No. 4, WEST TERRACE, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash.

AGENTS WANTED.

15 to 25 per cent. Discount Allowed.

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57 & 59, QUEEN'S ROAD CENTRAL.

WHOLESALE AND RETAIL IMPORTERS AND EXPORTERS.

Have for Sale,

Indian, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles.

Jewellery, Cashmere Shawls, Ivory, Soudalwood and Tortoiseshell Wares, Carved and Fancy Goods.

INSPECTION IS SOLICITED.

Hongkong, 4th November, 1901.

INSURANCES

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 16th November, 1892.

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA, INCORPORATED 1881.

CAPITAL.....\$240,000.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO., Agents.
Hongkong, 13th May, 1900.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BRÜCKELMANN & CO., Agents.
Hongkong, 21st April, 1897.

SUN INSURANCE OFFICE, LONDON FOUNDED 1710.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 16th May, 1892.

"L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1838.)

THE Undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO., Agents.
Hongkong, 7th February, 1901.

PHENIX FIRE OFFICE. The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARRAIK & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1897.

SALAMANDER FIRE INSURANCE COMPANY. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, S. JACOB & CO., Agents.
Hongkong, 2nd April, 1900.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY. TOTAL FUNDS at 31st DECEMBER, 1900, £14,732,681.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0
SUBSCRIBED CAPITAL.....2,750,000 0 0
PAID-UP CAPITAL.....687,500 0 0
II. FUND FUNDS.....2,833,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 3rd July, 1901.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG. The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 24th May, 1895.

COLD STORAGE. THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.

WM. FARLANE, Manager.
Hongkong, 18th November, 1901.

TANG FOO & CO. SAM WING HING 興榮三 COAL MERCHANTS. No. 48, DES VUEUX ROAD CENTRAL. Telephone No. 322.

Hongkong, 23rd September, 1901.

AMERICAN SYSTEM OF DENTISTRY. AT No. 39, QUEEN'S ROAD CENTRAL. CHADWICK KEW (LATE OF POATE & NOBLE). Hongkong, 15th September, 1899.

THE NEW FRENCH REMEDY. TRADE MARK THERAPION MARK. This successful and highly popular remedy, as employed in the Continental Hospitals by Boer, Roux, Joubert, Yersin, and others, combines all the elements to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 markedly shortens the time of recovery, relieves the patient of the ordinary pains, and obviates the necessity of the use of opiates, thereby saving the patient the expense of the latter, and the danger of their use. In dysentery, cholera, and other febrile diseases, the use of this remedy is highly recommended, and its use is the only one that can be relied upon to bring about a speedy recovery.

THERAPION No. 2 for the treatment of the blood, purifies, and restores the system, and is the only remedy that can be relied upon to bring about a speedy recovery. It is the only remedy that can be relied upon to bring about a speedy recovery.

THERAPION No. 3 for the treatment of the system, and is the only remedy that can be relied upon to bring about a speedy recovery. It is the only remedy that can be relied upon to bring about a speedy recovery.

HONGKONG BUSINESS DIRECTORY.

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"DAILY PRESS" OFFICE. The only office in China having European taught workmen. Equal to Home Work.

BUILDERS. KANG ON, Contractor, 30, D'Almeida Street. Local and Coast Port Buildings, Timber, Brick and Granite. Mechanics engaged, Estimates given.

CHEMISTS DRUGGISTS, &c. THE VICTORIA DISPENSARY, Chemists and Druggists, High-class Aerial Waters, Dealers in Photographic Requisites, Queen's Road.

